

THE  
"OVERLAND CHINA MAIL"  
PUBLISHED EVERY  
MAIL DAY.  
Contains the Week's News  
of Hongkong and the  
Far East.  
Price (including Postage) to any  
part of the world, \$10.  
per annum.

# The China Mail.

ESTABLISHED 1845

Office for the China Mail  
and "OVERLAND CHINA MAIL"  
may be made to our agent at  
the following ports:—  
Canton, Hankow, Shanghai,  
Peking, Tientsin, Yokohama,  
Manila, A.S. Watson & Co., Ltd.

No. 18,585.

第四十六百六十六千壹第

HONGKONG, WEDNESDAY, JUNE 14, 1916.

辰丙大歲年五國民華中

PRICE, \$3.00 Per Month

## THORNES OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:  
A. S. WATSON & Co. Ltd.  
WINE & SPIRIT MERCHANTS,  
HONGKONG.  
Tel. 616.

### HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A.  
Chapman, V.D.

#### MEMORIAL SERVICE.

A Memorial Service for the late Field  
Marshal Earl Kitchener, K.C., etc., will  
be held at St. John's Cathedral to-day at  
8.30 p.m. The Corps will be represented  
by a detachment already detailed. Dress  
review order Khaki. Officers and W.O.s  
swords, other ranks, belts, and sidearms,  
no rifles. Mourning will be worn until  
after the Memorial Service.

#### STUCK OFF.

Reference Corps Order No. 1 of 12.6.15,  
the leave therein granted having expired  
Pte J. G. Bruce is stuck off the strength  
of the Corps.

#### PROMOTIONS.

The undermentioned promotions in  
the Engineer Co. will take effect from  
this date:—2/Cpl. Mathewman, and  
Hill and LeCpl. Marley, to be LeCpls.  
(unpaid) on 6 months probation. LeCpl.  
Edridge to be 2/Cpl.; Spr. McKay,  
Spr. Fitzhugh, Spr. Brown, Spr. Mathie-  
son, Spr. Macintosh, and Spr. Trueman  
to be LeCorporals.

#### LEAVE.

Spr. G. Best is granted 3 months leave  
with effect from 10th inst.

#### ENGINEER COMPANY.

The detail of duties at Lyceum from  
16th to 20th inst. has been posted at  
Headquarters.

#### PARADES.

Parades for Thursday, 15th inst.:—  
5.15 p.m. Review of all units except  
"Light Section" M. G. Co. Squad drill at  
Headquarters under S. M. Higby.  
5.30 p.m. Signalling Section "A," "B,"  
and "C" Classes at Headquarters.  
Mounted Section on Polo ground under  
Staff Serjt. Talbot. Section "C" No. 3  
Company. Signalling Section "A,"  
6.30 p.m. Signalling Section "A,"  
Class at Headquarters for Command  
Signalling practice in Kowloon.

#### DETAIL.

On duty to-night 14th inst.: Civil  
Service Co.  
On duty 15th inst.: No. 1 Section  
Army Battery.  
Next for duty 16th inst. to 22nd inst.:  
H.K.V.R.  
Orderly Officer to 15th inst.: Lieut.  
Lindell.

### HONGKONG POLICE RESERVE.

#### COMPANY PARADES.

All ranks will parade by Companies  
under the D.S.P. at the Central Station  
at 4.45 p.m. each night as follows:—  
Monday, June 13th—No. 2 Company.  
Tuesday, June 14th—No. 3 Company.  
Wednesday, June 15th—No. 1 Com-  
pany.  
Thursday, June 16th—No. 4 Company.  
Friday, June 17th—Ambulance Com-  
pany.

#### BAND AND ORCHESTRA.

Band Practice—Friday, June 16th, at  
5.15 p.m.  
Orchestra Practice—Monday, June  
19th, at 6 p.m. sharp at Club Lusitano.  
F. C. JENKIN,  
D.S.P. (R.).

### NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE ENTERED THE NAMES OF  
THE OCEAN MARINE INSURANCE  
COMPANY, LTD.,  
and  
THE RAILWAY PASSENGERS  
ASSURANCE CO.

### TOTAL FUNDS AT 31st DECEMBER, 1914.

£23,970,367.  
I—Authorized Capital £2,000,000  
Subscribed Capital £4,500,000  
Paid-up Capital £23,477,500  
II—Fire Funds £3,337,047  
III—Life & Annuity Funds £17,637,530  
Sinking Fund Account £129,230  
£23,970,367  
Revenue Fire Branch £2,881,456  
Life and Annuity Branches £2,161,583  
Revenue Marine Department £37,939  
Other Receipts £476,940  
£23,970,367

The Accumulative Funds of the various  
Branches are separately invested, and, by  
Act of Parliament, are not liable to meet  
the claims under the respective Depart-  
ments of the Company's Business.

SHEWAN, TOMES & CO.  
Agents.

If you happen to be late your meals will  
be postponed until you arrive. Only at the ALEXAN-  
DRA CAFE.

### BUSINESS NOTICES.

## STEAM OR MOTOR VESSELS

6,000 Tons, 8,000 Horse Power now Built  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destination.

STEAM LAUNCH FOR SALE OR HIRE.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY.

### "ANOTHER ROUND."



## WATSON'S E LIQUEUR WHISKY

The Premier Scotch  
of the East.

A. S. WATSON & Co. Ltd.,  
HONGKONG.

## MAP OF PEAK & LOWER LEVELS, HONGKONG.

BY K. A. MASSEY  
NOW READY.

PRICE ..... \$2.00  
MOUNTED ON CLOTH ..... \$3.00  
WITH TEAK-WOOD ROLLERS ..... \$3.50

### PLAN OF BUSINESS SECTION \$0.75

These Maps are Published in connection with Massey's  
Commercial Map and Directory and are on Sale at  
Messrs. KELLY & WALSH, Ltd., Messrs. BREWER & Co.,  
The SOUTH CHINA MORNING POST, Ltd.,  
SINCERE Co., Ltd., SUN Co., Ltd., WING ON Co., Ltd.

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

## PURE Manila ROPE

STRAND 1/2" to 15" CIRCUMFERENCE  
CABLE LAID 5" to 15" CIRCUMFERENCE  
4 STRAND 3" to 10" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

## "MUMEXA"

"While-you-wait" Photography.

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.

PRICE 2.00 per 3 pos. on Post Cards.

No. 61 Queen's Road Central.

TELEPHONE No. 254.

### BUSINESS NOTICES.

## THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,  
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 58' x 34'

Pumps empty Dock in 2-3 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO. LTD.—

PETROL & KEROSENE MOTORS 7-1/2 to 150 H. P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.  
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the  
Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN, AGENTS,

Telegraphic Address—"TAIKOODOCK." TELEPHONE No. 212.

### BEWARE OF MOSQUITOES!

## MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.  
50 cts. \$1.00 \$2.50 per bottle.

PREPARED ONLY BY

THE VICTORIA DISPENSARY.

TELEPHONE 298.

## THE HONGKONG HOTEL

AND

## GRILL ROOM

J. H. TAGGART,

MANAGER.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies  
rooms, Roof Garden.  
Terms:—From \$5 per day Mex.

Telegraph add: "Peacful."  
P. O. PEUSTER,  
Manager.

## PATELL & CO.

Importers-Exporters

AND

Commission Agents

HONGKONG.

Branches:—

JAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

China:—

HANKOW.

SHANGHAI.

CANTON.

## KING EDWARD HOTEL

Central Location.

Electric Traction Pass Entrance,  
Electric Lifts, Fans and Lighting,  
European Baths and Sanitary Fixtures,  
Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 575.

TELEGRAPHIC ADDRESS  
"VICTORIA."

J. WITKOWSKI,  
Manager.

TANG YUK, DENTIST, successor to  
the late SIEN TING.

14, D'ARAGUE STREET.

TERMS VERY MODERATE.

Consultation free.

Don't forget the Show, Supper  
and Light Entertainment at  
ALEXANDRA CAFE.

Open till midnight.

## GREEN ISLAND CEMENT CO., LD.

## Portland Cement

In Casks of 375 lbs. net.

In Bags of 350 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMSHIP CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.  
WEDNESDAY, 14th JUNE

8 A.M. "HONGKONG" 5 A.M. "HONGKONG"  
10 P.M. "FATSHAN" 5 P.M. "KINSHAN"

### THURSDAY, 15th JUNE

8 A.M. "HONGKONG" 8 A.M. "HONGKONG"  
10 P.M. "KINSHAN" 5 P.M. "FATSHAN"

Single Fare by Night Steamer \$6.00  
Return Fare by Night (available also for Return by day Steamer) \$1.00  
Single Fare by Day Steamer \$5.00  
Return Fare by Day Steamer \$9.00

### HONGKONG-MACAO LINE.

S.S. "TAISHAN" Tons 206. S.S. "SUI TAI" Tons 1661.

HONGKONG TO MACAO.

Week days: at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays: at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days: at 7.30 A.M. and 2 P.M. Sundays: at 7.30 A.M. and 3 P.M.

### EXCURSION TO MACAO.

SUNDAY, 18th JUNE.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at

7.30 A.M., and from Hongkong at 1 P.M., from the Company's Wing Lok Street

Wharf.

### CANTON-MACAO LINE.

S.S. "SUI TAI."

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMSHIP CO., LTD., THE CHINA NAVIGATION CO., LTD.

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM," 638 Tons, and S.S. "NANSHING," 468 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the

same days at 8.30 A.M. Round trips take about 8 days. Passengers can return to

Hongkong or vice versa by the Company's direct Steamers "LINSAN" and

"SARU." These vessels have superior Cabin accommodations and are lighted

throughout by electricity. Electric Fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.

HOTEL MANSIONS (Upper Floor),

Opposite the Bank of China.

## ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong  
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,  
Sirloin of Beef, Saddle of Mutton, etc. Pork Sausages (own make) Game Pies,  
Pie Pies, Plum Puddings, Mince Pie, Mince d'Inde.

## Bournville

The "COCO de Luxe"

HIGHEST GRADE  
BRITISH MADE

"BOURNVILLE COCOA represents the  
highest grade of nutritive cocoa at present on  
the market; it fully maintains its high reputa-  
tion in food value and delicacy of flavor, and  
is second to none in any respect whatsoever."  
The Medical Magazine, March, 1912.

## CADBURY'S CHOCOLATES

In This and Fancy Boxes  
Specially Packed for Export



## INTIMATIONS

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

In the Matter of THE CANTON INSURANCE OFFICE, LIMITED  
AND  
In the Matter of THE COMPANIES ORDINANCE 1911.

NOTICE is hereby given that a Petition was on the 25th day of May, 1916 presented to the Supreme Court of Hongkong by the above named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 3rd day of May, 1916 and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 19th day of May, 1916 and which Resolution runs as follows:—

"That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read in the Part signed by the Chairman of the Meeting for the purposes of identification."

And Notice is further given that the said Petition is directed to be heard before His Honour Mr. Justice Goffe on MONDAY the 20th day of June, 1916 at 10 o'clock in the forenoon and any person interested in the said Company whether as Creditor, policy holder, or otherwise desirous to oppose the making of an Order for the confirmation of the said alteration under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned the Company's Solicitors on payment of the regulated charge for the same.

Dated the 27th day of May, 1916.

DEACON, LOOKER,

DEACON & HARSTON,  
1 Des Voeux Road Central,  
Hongkong,  
Solicitors for the Company.  
Hongkong, June 3, 1916. 719

## NEW REGAL DOUBLE RECORDS.

- 6218 Ave Maria (Gonned) Violin Solo.  
Melody in F.  
6232 Baby's Lullaby, Bell.  
Can't Stop To-day, Nylphone.  
6242 Watchman.  
What of the Night, Duet.  
The Battle Eve.  
6413 Nobby Clark V.C. Descriptive  
Charge of the  
London Scottish.

- 6502 The Goose Step, Kirby.  
When we've wound  
up the Watch on  
the Rhine.  
6503 When Father Papared  
The Parlor, B. Williams.  
When Mother Racked  
the Winner of the Derby.

## THE ANDERSON MUSIC CO., LTD.

6, Des Voeux Road Tel. 1322

## SILIMPOPON (SEBATTIK) COAL.

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charges of 50 tons Bay (Sebatik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY &amp; CO., LTD.

Agents Cowie Harbour Coal Company, Limited.  
Hongkong, Dec. 2, 1916. 1027

## JAPANESE MAKERS

Every kind of Footwear

MADE TO ORDER

CHERRY &amp; CO.,

Frederic Street  
Opposite Hongkong Hotel.  
Telephone No. 491.  
Hongkong, March 20, 1914.

THE NEW FRENCH REMEDY  
THERAPION NO. 1  
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THERAPION NO. 100

## INTIMATIONS

SITUATION WANTED.

YOUNG LADY desires situation as General Office assistant.  
Speaks Chinese fluently. Good Typist and has knowledge of general office work.

Apply—

"A."

C/o "CHINA MAIL" Office.

Hongkong, June 9, 1916. 732

WANTED.

FURNISHED HOUSE or FLAT.

Higher level. Address "Flat."

C/o "CHINA MAIL" Office.

Hongkong, June 3, 1916. 718

NOTICE.

THE Partnership heretofore subsisting between Mr. FREDERICK ENDELL ROSSER and Mrs. THEKLA MAGDELENA BROTHERTON HARKER, carrying on business as Architects and Surveyors at Victoria, Hongkong, under the style or Firm of "HARKER and ROSSER," has been dissolved by mutual consent as from the 6th day of May, 1916, and the business as from the said 6th day of May, 1916, will be carried on by the said FREDERICK ENDELL ROSSER under the name of F. ENDELL ROSSER.

Dated this 6th day of June, 1916.

TH. M. BROTHERTON HARKER,

F. ENDELL ROSSER. 742

NOTICE.

REUTER BROCKELMANN &amp; CO.

(In Liquidation).

CREDITORS are required to send in their Claims against the above to the Undersigned, St. George's Building, Chater Road, on or before FRIDAY the 30th June, 1916.

SHEWAN, TOMES &amp; CO.

Liquidators

Hongkong, May 31, 1916. 703

## DAIRY FARM NEWS.

HAMS! HAMS! HAMS!!!

FARMER HAMS, 35c. per lb.

ROYAL HAMS, 40 "

YORK CUT HAMS, 45 "

COOKED HAM

(In Slices) ... \$1.00 per lb.

THE DAIRY FARM CO. LTD.

58

## "A SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with topical illustrations for the benefit of War Charities.

ON SALE AT—

Messrs. Wm. Powell, Ltd.,

Messrs. Wiseman, Ltd.,

Messrs. Kelly and Walsh, Ltd.,

Messrs. Whiteaway,

Laidlaw &amp; Co., Ltd.,

AND THE CHINA MAIL, LTD.

Price 50 Cents.

## WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIKI.

The first (1915) edition is already issued. BIOGRAPHIES of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new materials and accurate sketches, both being utterly free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages.

The price is yen 6 (12/-) or \$3 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 18 sen, to Korea and China 40 sen and to Europe & America 70 sen or 35 cents.

It is a Good Advertising Medium. Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says:—

"Yet another 'Who's Who' and this time from Japan! The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western country almost to the last detail. But 'Who's Who in Japan' is far more than a curiosity; it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the scope of model of prominent men in Japan. Mr. Kuriki is a gifted editor and has done his work well."

Who's Who in Japan Publishers Office,  
No. 5, 1-chome, Uchiwaicho,  
Kojimachi, Tokyo.

THE NEW FRENCH REMEDY  
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## GERMAN EXACTIONS IN POLAND.

A HEAVY BURDEN.

The following account of German Fiscal Exactions in Poland reaches us from Warsaw, from the same source from which were derived the articles on "German Rule in Poland," published in "The Times" of 25th, 26th and 27th November, 1915.

The amount of damage done by the Germans in Russian Poland is incalculable. They have done it by direct requisitions and thefts, and by ruin inflicted on industry. From Lodz alone they have taken away machinery and raw materials to the value of £3,200,000, from Czestochowa to the value of £1,900,000; they have cut down irreplaceable forests and devastated the country. The time has not yet come for attempting an estimate of these losses.

The following account deals merely with the quasi-legal forms of the German exactions, with contributions, taxation, and expropriations, to companies of German monopolists. The figures quoted below cover exclusively the Polish territory under German occupation and that only for the period up to 1st January, 1916. They are derived mainly from public returns and are absolutely trustworthy as far as they go, but they are by no means complete; wherever estimates are made they tend to be well below the mark.

The contributions levied on the 18 towns for which it has been possible to obtain statistics (the list, however, is incomplete) amount to £50,000. In November, 1914, the Russian Government, on account of the general distress, suspended the exaction of certain taxes. The German authorities not only reintroduced this taxation, some of it at increased rates, but decided to exact the payment even of the arrears. Thus, the Germans reintroduced the "land tax" (raised by 100 per cent.), the hearth tax and the tax on movable property in towns and urban districts and also the tax on occupied houses and the industrial taxes. These taxes had produced in 1912 £1,400,000. They have also introduced new taxes on timber, on joint-stock companies, on dogs, and on fire arms. A conservative estimate of the amount levied by these taxes, up to 1st January, 1916, puts it at £800,000.

poorest cities in Europe.

Supplies, lodgings, etc., are being exacted from different towns for the German Army and for the Government authorities. Up to 1st January, 1916, Warsaw has expended in that way £190,000 (£230,000 a month) and Lodz £250,000 (£250,000 a month). These two industrial cities, probably the poorest in Europe, are unable to feed their starving populations and have to raise heavy loans through German banks, and still they are compelled to pay these regular contributions. The same happens in the case of other towns.

Dues are charged on all kinds of imports. The "Food" Branch of the "Citizens' Committee of Warsaw" alone has had to pay up to 1st January, 1916, £50,300 in import duties on salt, pepper, herrings, fish, tea, coffee, cocoa, beans, and oatmeal. The total amount of import duties paid for the same period by Warsaw and Lodz alone is estimated at £70,000. The income from that source is growing rapidly. In January, 1916, Warsaw paid £267,000 in import duties. In the chief urban districts of Russian Poland, the German Government have introduced a monopoly in grain and flour. The legislation is most complicated and involves an ingenious system of exports of grain to Germany and the reimportation of a certain amount of flour to Poland. It is calculated that the German Government and their concessionaries spent on the rice, wheat, and barley which thus passes through their hands £929,000 a month. As they charge for the same £440,480, they make a profit of about 25 per cent. on the transaction. In the agricultural districts a tax of 1 mark is raised on the grinding of every 220lb. of grain. It is calculated that this tax yields £20,220 a month. Thus the German authorities make out of grain and flour £131,682 a month.

The tax on sugar is levied nominally at the old rate of 1.75 roubles for the pond (200lb.), but the German authorities calculate, with their usual ingenuity, that 1.75 roubles were before the war equivalent to 3.50 marks; but 3.50 marks now fetch according to the exchange arbitrarily fixed by the Germans 2.31 roubles—this is therefore taken as the rate of the new tax. With the help of this manipulation they have raised during the four months up to 1st January, 1916, a total of over £230,000.

Owing to the standstill of industry the consumption of coal has fallen to 40 per cent. of its previous level. There is no direct tax on coal, but whereas in Germany the price has increased by 3 kopeks (3d.) on the pond, in Poland the increase, owing to the manipulations of the Government and their concessionaries, has increased to 33 kopeks. The total surcharge made under this heading is calculated for the five months in 1915 at £1,200,000.

At the beginning of the war the Russian Government abolished the sale of vodka. The German administration has reintroduced it for fiscal reasons—in spite of protests. Out of the monopoly in alcohol, established in December, 1915, it makes a revenue of about £700,000 a month.

But, as has been stated, this survey is incomplete. It does not include Excise taxes levied in the provinces, fees for permits to travel, the revenue from tobacco and beer, etc. It is certainly a most conservative estimate to put the monthly revenue derived by the Germans from the part of Russian Poland under their occupation at £1,500,000 a month. The average revenue which Russia used to derive in 1914 from the whole of Poland amounted to £7,915,342 a month, which sum included import duties paid on goods which merely passed through Poland, but were in reality paid by the consumers in Russia.

Thus the two results yielded by the above survey are:—

(1) That the Germans are now drawing from the ravaged half of Russian Poland which they occupy approximately the same income as the Russian Government used to derive in peace time from the entire country.

(2) That from the beginning of the war up to 1st January, 1916, the Germans had extracted by quasi-legal methods from that part of Russian Poland alone which is under German (not Austrian) occupation, "Times."

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#### THE NAVAL BATTLE.

BY THE EXPERT OF "THE TIMES."

London, June 5.

The naval expert of "The Times" divides the recent naval engagements into three periods—

1st period.—Early morning of the 31st, when the German High Sea Squadron appeared from the direction of Heligoland. The battle cruiser squadron under the command of Admiral Hipper was at the head of the line and the main force of the battleships under the command of Admiral Scheer followed, torpedo-boats and destroyers bringing up the rear. After some time, the German fleet turned to the north of Norway (2). It was 3 p.m. when the Hipper Squadron encountered the Beatty Squadron to the west of the coast of Jutland and opened fire. The forces of the German and British Fleets were as follows:—The Beatty Squadron consisted of 8 battle-cruisers, 4 fast battle-cruisers of the Queen Elizabeth type, some armoured light cruisers and destroyers. They were the Valiant (27,500 tons), the Warspite (27,500 tons), the Lion (23,500 tons), the Tiger (23,500 tons), the Princess Royal (23,500 tons), the Queen Mary (27,000 tons), the Invincible (17,250 tons), the Indefatigable (17,250 tons), the Dreadnought (17,250 tons), the New Zealand (18,800 tons), the Defence (18,800 tons), the Warrior (18,800 tons), the Black Prince (18,800 tons), and others. The Hipper Squadron consisted of at least 7 battle-cruisers. They were the Hindenburg, the Lutzow (28,000 tons), the Derfflinger (29,000 tons), the Seydlitz (24,640 tons), the Moltke, the Von Tann (18,700 tons) and some light cruisers and destroyers. According to a neutral witness, the above fleet was supported by the main German force under the command of Admiral Scheer. The British fleet attempted to get between the German fleet and the Danish coast when the German torpedo-boats attacked. Thus the engagement of the 1st period ended.

2nd period.—Soon after, the German high speed Dreadnought Squadron arrived on the scene and the second stage of the engagement commenced. At that time, the British fleet was very inferior to the German as to the number of warships. Therefore, the British fleet turned to the north where the Jellicoe Squadron was. A dense mist prevailed. The Beatty Squadron then consisted of 12 Dreadnoughts, while the force of the German fleet was almost double.

3rd period.—When the Jellicoe Squadron arrived on the scene from the north, the whole of the British and German fleets were engaged. Though the German Zeppelins signalled the arrival of the Jellicoe Squadron the Germans did not retreat, and the Jellicoe Squadron was able to punish the German fleet. The British destroyer and torpedo-boat flotillas attacked the German fleet all through the night, while the Germans also used their destroyers and torpedo-boats to the utmost. The British fleet arrived at a point only 100 miles from the German naval base in pursuing the enemy, and the destroyers and torpedo-boats went so near Heligoland that it could be described with the naked eye. The battle was the first engagement between ships of the Dreadnought class in history. The co-operation of the submarines and aircraft with the fleet was also the first experience of the kind in the world. The British cruiser Squadron was successful in the action with the German 1st line squadron and also in frustrating the German plan of operations, the German fleet being compelled to seek safety in flight. As long as Admiral Jellicoe remains well, the British Navy is safe. Though the enemy made sectional attacks it has not effected the general situation of the war nor made the situation more advantageous to Germany in any way. "Osaka Asahi."

COMMENTS BY A JAPANESE PAPER.

Commenting upon the recent North Sea battle, the "Asahi" congratulates the Allied Powers generally on the perfect reliability of the British Navy. While, in the absence of any particular reports, nothing definite can yet be pronounced as to the result of the engagement, the loss appears to have been greater on the side of Britain when calculated on the numerical basis alone. It would be jumping at a highly misleading conclusion, however, if one should on that account regard the British Squadron as having been defeated in the battle and thus hold in question the future effect of the British marine blockade. Above all the fact should be placed on record, says the "Asahi," that with her formidable huge Navy, the present loss is in effect a mere nothing to Britain, whereas the case is diametrically contrary with Germany whose power of warship building is so hopelessly limited. It will be remembered with much interest that even the preceding year's sea battle in which Germany lost but one battle-cruiser, proved so serious a blow to her that for the past long months she has been confined within Kiel. What a serious loss the present sea battle then must have proved to the German Navy can easily be imagined. Some observers seem to be sceptical as to the misfortune effect that it's result of the present sea engagement may produce upon the martial spirit of the Allied forces at Verdun. This, however, is idle anxiety since they would very soon be made well acquainted with the real truth of the engagement. Viewed as a whole, the North Sea battle has resulted in favour of the Allies, and much to their encouragement, has borne eloquent witness to the admirable mobility, discipline and vigilance with which the British Navy has been engaged in the marine blockade.

#### GERMAN BANDSMEN OF SHANGHAI.

MUNICIPAL COUNCIL REFUSES TO DISMISS THEM.

The Municipal Council has refused to dismiss the German and Austrian members of the Municipal Band. A petition was sent in to the Council by Mr. E. W. Noel and Mr. H. G. Simms requesting the withdrawal of members of these nationalities from the band, without the assistance of seven of the foreign musicians.

Mr. Mackinnon, the acting Secretary of the Council, has replied that the Council does not see fit to remove the musicians until a vote of the ratepayers is taken. The ratepayers can take place "without the assistance of seven of the foreign musicians."

The Gazette says: "The reason for which it was necessary to introduce the European element was improved work at the band by the German musicians."

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# WATSON'S DRY GINGER-AL.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.20 Per Dozen.  
Splits 70 Cts.



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Telephone 436.

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## JUST RECEIVED SMART SUMMER MILLINERY

BLOUSES

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NECKWEAR  
RAINCOATS  
AND  
UMBRELLAS.

WM. POWELL, LTD.

DES VCEUX ROAD.

## THE DIARY.

**MEMO. FOR TO-DAY**  
8.30 p.m.—Police Reserve "Sports Night" at Victoria Theatre.

**MEMOS FOR TO-MORROW.**  
2.30 p.m.—Meeting in Council Chamber of War Charities General Committee.  
8.15 p.m.—Organ Recital at St. John's Cathedral.

## General Memoranda.

**FRIDAY, June 10.**—  
5.42 a.m.—Full moon.  
2.30 p.m.—Auction of Furniture, etc. at Messrs. Hughes and Houghton.  
**SUNDAY, June 12.**—  
9 a.m.—Excursion to Macao by S.S. "Taishan".  
**THURSDAY, June 23.**—  
H.M. the King's Coronation Day.  
**FRIDAY, June 24.**—  
Prince of Wales' Birthday (1894).  
**SATURDAY, June 25.**—  
Midsummer Day.  
**WEDNESDAY, June 28.**—  
Entries close for Gymkhana on July 8th.  
Hongkong Stock Exchange Settlement Day.  
**SATURDAY, July 8.**—  
3.45 p.m.—Third Gymkhana of the Season at Race Course, Happy Valley.

## THE CHINA MAIL TYPHOON

## MAP and GUIDE

Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND  
TAPED FOR HANGING.

Price 50 Cents.

From the CHINA MAIL Office.

## BIRTH.

OWEN HUGHES.—On the 13th inst., at "Thurcroft," Talbot Hill, Bourne month, to Mr. and Mrs. OWEN HUGHES, a son.

## The China Mail.

HONGKONG, WEDNESDAY, June 14, 1916.

## HONGKONG'S SUPPORT OF WAR FUNDS.

It will be generally acknowledged, we think, that the decision to invest in Exchequer Bonds till the end of the war the money contributed towards the Y.M.C.A. building fund goes a long way towards meeting the objections which have been raised to the initiation of such a fund at the present time, and doubtless ensures the success of the effort. There are many in the Colony who are true, who are entirely opposed to the scheme because they believe that a Y.M.C.A. club is not likely to appeal to a sufficiently large number of young men as to make the club self-supporting. Those who take that view would not contribute towards the building scheme at any time, war or no war, so that the appeal would not affect their own personal contributions to the various war funds, to the smallest extent; while those who are supporting the scheme will have the satisfaction of feeling now that they are at the same time adding to the financial aid they have already given for the prosecution of the war. We think H. E. The Governor rendered a service in the course of his speech by his defence of the Colony from the reproach that, by giving support to this appeal, it will be exhibiting an indifference to Imperial necessities. That charge has seemed to us unjust, for we doubt if there is any other place of its size and wealth in the Empire which has more generously contributed to the financial needs of the War. As His Excellency pointed out, not only is the Colony paying a military contribution which this year amounts to \$2,300,000; but the rates are also chargeable with a further \$300,000 in respect of the maintenance of war prisoners, censors, and our Volunteer and Police Reserve Force. We were further reminded by His Excellency that the community since the beginning of the war has contributed £31,000 to the Prince of Wales Fund; the War Relief Fund at the present moment stands at about £10,000; and we can recall many smaller funds to which the Colony has contributed, including the Overseas Club Fund for the gift of aeroplanes to the Army. To this latter fund alone the Colony has contributed the cost of four aeroplanes—a total of about £8,000. In addition to all this the community has invested very largely in War Loan and Exchequer Bonds. Over £60,000 the Governor says, has been invested by comparatively small—some quite small—investors in the War Loans and Exchequer Bonds while the large institutions—like the Bank and Public Companies—are invested very largely indeed in these securities.

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## WE THINK IT MAY BE SAID, INDEED, THAT THESE INVESTMENTS RUN INTO MUCH MORE THAN ONE MILLION STERLING.

The Y.M.C.A. Fund of \$140,000, which it is hoped may be added to the Colony's investments in war stock till the end of the war, will in fact be but a very small fraction indeed of the total contribution of "silver bullets" made by the Colony. We have heard many people speak of the Governor's figures on this point as a gratifying revelation, but there was really nothing in that statement which has not all along been public property. The Governor rather understated than exaggerated the extent of the financial support given by this Colony to the various war funds, but when we compare the financial burden which the income tax law imposes upon incomes at home, where donations are made to various war funds just as they are here, a doubt must certainly arise as to whether British residents in this Colony are really bearing a corresponding burden. It is only fair to say that many of the largest contributors to the Y.M.C.A. Fund have been, among the most generous contributors to the war charities, and are large investors in War stock, so that they cannot be accused of wanting in appreciation of their patriotic responsibilities, but the decision to invest the Y.M.C.A. Fund in Exchequer Bonds until the termination of the war puts a very satisfactory end to a somewhat regrettable controversy.

## NEWS OF THE DAY.

### LOCAL AND GENERAL.

The Memorial Service at the St. John's Cathedral commences at 6.30 this evening.

The Manila Observatory reports a typhoon in about 113 degrees Long. E. and 19 degrees Lat. N. almost stationary.

Tonight is the Hongkong Police (Reserve) Sports Night at the Victoria Theatre. Doors open at 8 p.m. and the programme commences at 8.30 p.m.

Exchange on London was down a farthing this morning from yesterday's quotations. Sovereigns are up ten cents and Bar Silver is quoted at 16½ n.p. as compared with yesterday's 17½.

Happy Valley Golf Course will be re-opened on Saturday next. The big course at Fan Ling will be closed from Monday 19th, but the relief course will remain open. An announcement will be found in our advertisement columns.

### SOCIAL AND PERSONAL.

Mr. Harrison, the Governor-General of the Philippine Islands, left for Manila to-day by the *Tamag* Maru.

Mr. D. V. Stevenson, of Messrs. Deacon, Looker, Deacon and Harston, left to-day on a trip to the Solomon Islands.

Mr. J. M. Forbes, Messrs. Jardine, Matheson & Co.'s representative at Swatow, arrived to-day by the *Ilut Hong*.  
Dr. W. M. V. Koch, Superintendent of the Government Civil Hospital, left by the *Empress of Asia* for a short trip in North China.

### "SHELL" FINAL DIVIDEND.

Messrs. Moxon and Taylor write us to say—"We are informed that the 'Shell' Transport and Trading Co. has declared a final dividend of 8½ per cent on its shares for the year 1915. This stock is quoted in London at 108½ buyers."

Much excitement has been caused at Rubleby by the escape of two prisoners. Mr. Gault, said to be a diamond merchant, and Mr. Gaulton, chief officer of a Glen liner. The two reached Berlin and from there were carried by rail to within walking distance of the frontier. When they arrived in Holland they duly notified the authorities at Rubleby by post-card. They are now in England.

### SOMETHING DEPENDABLE.

CHAMBERLAIN'S PAIN-BALM is always more or less prevalent during this weather. Be prepared for it. Chamberlain's Pain-Balm and Chamberlain's Colic, Cholera and Diarrhoea Remedy is a very effective remedy for all the above complaints. For sale by all Chemists and Druggists.

## A PURCHASED WOMAN. INTERESTING CLAIM IN SUPREME COURT.

The hearing was continued this morning before the Acting Chief Justice in which a Chinese lady named Cheung Shui claimed \$4,490 from Au Shui Tin, a detective sergeant, being the amount of money alleged to be due under two promissory notes.

Mr. C. G. Alabaster, instructed by Mr. G. Haywood of Messrs. Holmes and Haywood, was for plaintiff, and Mr. Eldon Potter, instructed by Mr. P. W. Goldring, defended.

The particulars of claim showed that the defendant purchased the plaintiff for \$400 in January 1912. Soon after this plaintiff alleged that defendant borrowed money from her to the extent mentioned and that he gave two promissory notes for the amount.

Mr. Alabaster said, First of all it was contended for the defence that there was no consideration for the notes; secondly, defendant said that if there were any consideration there was an immoral consideration; and, thirdly, that the whole thing had been squared up and settled. It was admitted that the notes were signed, but it was alleged that they were merely given to the plaintiff in the way of presents; not for any valid consideration.

Mr. Potter said the parties came together in January, 1912, and for years afterwards they lived together at various addresses. The plaintiff's case was that almost immediately she began to lend the defendant large sums of money. The first sum supposed to have been lent was \$1,500 in February, 1912, for which he gathered, there was no promissory note. The next large sum was in September, 1913, this being \$2,000. He (Mr. Potter) hoped to satisfy his Lordship that the plaintiff not only did not lend the money, but never possessed such sums. If she did according to her own story she was charging no less than 24 per cent. per annum—\$2 per every \$100 every month. In addition to these sums, there were two other amounts of \$900 and \$1,000, judgment for which had been obtained in the Supreme Court. The whole of the sums said to have been lent, with the interest, would amount to between \$6,000 and \$7,000. They admitted giving the promissory notes, but they never received any consideration for them. His client had, hardly a cent in the world and had never received any of the money which was now being claimed. He had one asset, however, and that was a rich uncle. The rich uncle in this case was undoubtedly rich, for he was Mr. Au Tak, of whom his Lordship had probably heard, and it was that uncle, he contended, whom the plaintiff was trying to reach.

His Lordship said he came to the conclusion the plaintiff was a rich woman and that she had made money in America. He did not think defendant had any property and the woman was under the impression he was a wealthy man and that he would have a big share in the Au Tak Co. Judgment would be for the plaintiff.

## ENDORSEE'S CLAIM.

### CHINESE FIRMS IN SUMMARY COURT.

Mr. Justice Hazland in the Summary Court this morning heard two claims as endorsee by Shi Kwei Fong, trader, of 142 Queen's Road West, against the Si Hoi Co. contractors, 33 Amy Street, of \$101.20 and \$563.20, being amounts due on principal and interest due on promissory notes made and given by Si Hoi Co. to the Ko family on August 14th 1915.

The claim for \$50 principal and interest due was taken first as a case. Mr. C. F. Mason, of Messrs. D'Almeida and Mason, representing the plaintiff and Mr. R. C. Faithful appearing for the defendant.

Mr. Mason said that as his client was suing as endorsee and as such the holder in due course, the onus of proof was on defendant unless he could show there was something wrong with the way the note was given.

Mr. Hazland held that plaintiff must prove this note.

Plaintiff gave evidence stating that he bought the bill from Leung Shuei with whom he lived.

Later in the day His Lordship ordered the case to be adjourned in order that pleadings might be filed.

## KING'S BIRTHDAY (RED CROSS BEDS) FUND.

### KING GEORGE'S GRATEFUL ACCEPTANCE.

The following telegram was received by Count O. Bentinck from the King's Private Secretary:

London, June 8.  
The King gratefully accepts the gift of sixty Red Cross Beds from British people and others in Japan in celebration of his birthday.

## HONGKONG ASSOCIATION OF WOMEN WAR WORKERS.

At the Committee meeting of the above held on June 7th, it was reported by Mrs. Gompertz that during May there were made by the City Hall working members—

- 50 Pyjamas.
- 63 Day shirts.
- 70 Night shirts.
- 92 Reversible Bed-jackets.
- 1 Pyjama Bed-jackets.
- 70 Kimono Bed-jackets.
- 1 Dressing gown.
- 33 Invalid boots.
- 140 Milk covers.
- 6 Hot water bottle covers.

These are being suitably divided between No. 27 General Hospital, Abbasia, Egypt, and Queen Mary's Needlework Guild, 2 Cavendish Square, London. W. the cotton and thinner garments going to Egypt, and the thicker things to England.

Mrs. Greaves reported that during the month she received—

- 15 pair socks.
- 11 pair operation socks.
- 28 Hospital caps.
- 10 Mufflers.
- 70 pair knee-caps.
- 3 pair cuffs.
- 4 pair mittens.
- 9 Helms.

These are being packed this week and sent with the thicker garments to Queen Mary's Needlework Guild. A consignment from Mrs. MacGregor, Fochow, is included in this list.

Mrs. Carmichael reported having sent, by the P. & O. s.s. "Nankin," on May 19th, addressed to Major MacMunn, R.A.M.C., or O.C., Stationary Hospital, Port Said, Egypt, 700 mosquito nets (making a total of 4,500 sent of since January 1st, 1916).

As already published in the papers, the Bandage-making Department of the Association, represented by weekly working parties at the Irish Club, Garden Road, the Peak Club, and the United Service Recreation Club, Kowloon, has sent off by P. & O. s.s. "Nankin," addressed to Col. Gordon Hall, Abbasia, over 9,000 articles, comprising rolled bandages, many-tailed and knitted bandages, operation stockings, knitted caps, and butter-muslin shirts for the trenches.

On Tuesday mornings, at the City Hall, sheets, pillow-cases and thin pyjamas are now being given out, and the public are asked for gifts of old razors and shavers, packs of playing cards, magazines, and old white flannel trousers for making into children-beds.

It is hoped to be able to send off a box of these articles in about two weeks, in answer to an appeal from the medical staff of No. 27 General Hospital, Abbasia, Egypt, where the accommodation is being heavily taxed in order to take in wounded from Mesopotamia.

## HONGKONG BEDS IN A RED CROSS HOSPITAL.

The following letter has been received by the local Secretary of the Overseas Club from Sir Robert A. Hudson, Chairman of Finance Committee, the British Red Cross Society—

"We have received through Lady des Voeux of the Overseas Club a contribution value £165 to our funds and have sent our official receipt in respect thereof to Lady des Voeux."

We are applying this money to the maintenance of six beds for six months at our Suidieh Red Cross Hospital, Giza, and I am to-day instructing our Commissioner in the Near East to reserve these six beds and to place a tablet over the beds saying they are maintained by the Hongkong Branch of the Overseas Club. I trust this will meet the desire of your Members and yourself."

I am desired by the Finance Committee to ask that you will convey to your Members the warm and grateful thanks of the British Red Cross Society and the Order of St. John for the generous help we thus receive in our work for the sick and wounded.

I will acknowledge in a few weeks to these beds and if I am successful I will forward it to Lady des Voeux for transmission to you."

## GYMKHANA TRAINING TIMES.

The following times are of the training gallops performed by some of the ponies being prepared for the next Gymkhana meeting on June 8th—

- STANDARDS: DALLA, boy, 1 mile, 97, 1.11.
- 1.49.3; 2.16.3; last 1.42.
- SOCIAL: SCURRY, boy, 1 mile, 80, 1.14.
- 1.49; last 1.42.
- MAKONI, Fisher, 1 mile, 40, 1.14; last 1.34.
- MICRON, Sedgewick, 1 mile, 42, 1.20.
- 1.56.2; 2.31.2; last 1.35.
- ELECTRICLIGHT, Sack, 1 mile, 97, 1.15.
- 1.51; last 1.36.
- FORNSTER, Knoll, 1 mile, 48, 1.24, 2.04.
- 2.40; last 1.38.
- MAKABLE, Fisher, 1 mile, 69, 1.16.
- 1.54.3; 2.29; last 1.34.2.
- PURCELL, Sack, and ARROW, boy, 1 mile, 41, 1.16; 1.49.8; last 1.33.6.
- KING JACK, Knoll, 1 mile, 45, 1.23, 1.53.
- 1.48; last 1.30.
- CHINA, COOPER, Fisher, 1 mile, 44, 1.24.
- 2.00.2; last 1.34.3.

## ECONOMY IN THE END.

There is a small amount to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy always in your medicine chest. It is a very reliable remedy for all the above complaints. For sale by all Chemists and Druggists.

## Y.M.C.A. BUILDING FUND.

The following additional subscriptions to the Y.M.C.A. Building Fund are announced—

The Asiatic Petroleum Co.	\$1,000
Messrs. Gilman & Co.	500
Linstead & Davis	250
Mr. A. Findlay Smith	100
C. Thorne	100
R. D. P. Smith	50
R. D. P. Smith	50
J. Reid	50
G. M. Shaw	50
Mrs. M. A. Ramsay	50
Mr. L. N. Leefe	25
E. H. Aucton	25
C. R. Bewick	25
R. Sutherland	25
J. Hutchings	25
Dr. W. R. A. Moore	25
A. and F. M.	25
Mr. J. Rodger	25
R. Baker	25
E. V. Mitchell	25
Rev. H. R. Wells	25
Rev. H. O. T. Burkwall	25
Mr. J. W. Glyn	25
A. Hughes	25
J. H. Barrington	25
C. J. Trench	25
P. Plaga	25
Anonymous	25
Quarry Bay List.	
Mr. E. R. Culey	25
W. E. Frowse	25
T. L. Scott	25
J. Simpson	25
W. Kerr	25
D. M. Mackay	25
P. W. Ramsay	25
W. Brown	25
E. Spiers	25
J. Weir	25
A. F. McIntosh	25
P. Anderson	25
D. McNeillie	25
R. Gray	25
W. McKay	25
W. Bell	25
W. J. Clark	25
R. Wallace	25
A. W. Miller	25
M. J. Wells	25
J. Miller	25
C. Grant	25
J. Stewart	25
G. Gerrard	25
W. Weir	25
A. Aitchison	25
E. H. Summers	25
Stalker	25
S. C. P. A.	25
J. D. Polley	25
J. Bird	25
W. Bunting	25
A. Davidson	25
E. Sutton	25
J. J. Harrington	25

Already acknowledged \$2,747.  
\$94,492.

## NAVY LEAGUE WAR MEMORIAL FUND.

### FIRST LIST OF SUBSCRIBERS.

Percy Smith, Sack & Fleming	\$100
Linstead & Davis	100
Low, Bingham & Matthews	100
N. J. Stahl	100
R. Shevan	100
Donnelly & Whyte	50
Sir Paul Chater, C.M.G.	50
Hon. Mr. H. E. Pollock, K.C.	50
H. E. H. Sandeman (action)	50
E. A. M. W.	50
W. E. Clarke	25
Ho Fook	25
E. N. Leefe	25
J. B. Lancaster	25
Hughes & Hough	25
G. H. D.	25
W. A.	15
Certy	10
Anonymous	10
F. Bevington	5

\$635.  
E. A. M. WILLIAMS,  
Hon. Secretary & Treasurer,  
Navy League—Hongkong Branch,  
Hongkong, 14th June, 1916.

## LAWYERS' HARVEST.

### \$40,000 EARNED IN LITIGATION LASTING 86 DAYS.

A case which has occupied the courts for 86 days was concluded the other day. As far as the evidence is concerned, before Mr. Justice Eve in the Chancery Division. The dispute concerns two large Rhodesian gold mining companies and involves about half a million in gold extracted from the Phoenix mine, said to be one of the richest in the world.

The plaintiffs, the Amalgamated Properties of Rhodesia (1913) Ltd., claim by virtue of an agreement of 1912 that they are entitled to a half share of all the gold the defendants, the Globe and Phoenix Mining Co. Ltd., have obtained from the reef under claims known as "John Bull," which they handed over to the defendants when the agreement was signed.

Three prominent geologists have given evidence about wisdom mining engineers have traced the reef from the surface to the bowels of the earth, and upwards of 50,000 questions have been asked and answered. Half a dozen eminent Chancery lawyers have between them earned over £20,000 in fees, and altogether, it is said, the case has cost £10,000 a day. One counsel was briefed at £1,000, and received a retainer of £100 a day.

The further hearing of the case was adjourned until May 8, when counsel was to summarize the evidence in speeches which were expected to last at least a fortnight.

## CLOSING SHARE QUOTATIONS.

Banks	\$ 770	as
Docks	119	b
Ships	118	as
Tele. and	117	as
Fire Ins.	116	b
Cement	115	b







## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on, or about the DATES named:—

For	Strait	To Sail	Remarks
LONDON & BOMBAY via NAGASAKI, SHANGHAI, Cebu, COLO, SINGAPORE, PANAMA, COLON, SAN FRANCISCO, and MARSEILLES.		Noon	Connecting at SINGAPORE with P. & O. S. N. Co. vessels.
SHANGHAI, MOJI & KOBE.	NELLORE	About 22nd June.	Direct Service.
LONDON via SPAIN, PORTUGAL, and MARSEILLES.	NYANZA	Noon	Direct Service.
SHANGHAI, MOJI, KOBE, NANKIN, and YOKOHAMA.	NANKIN	About 1st July.	Direct Service.

Wireless on all steamers. Return tickets at a fare and a-half available for Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co., Office.



## O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, KEELUNG, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

\*TACOMA MARU. Capt. T. Hamada. Monday, 19th June, at 3 p.m.

\*MANILA MARU. Capt. T. Hamada. Thursday, 22nd June, at 3 p.m.

\*Omitting Shanghai and Nagasaki. \*Omitting Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S. 'SAIGON MARU'. Capt. N. Kobayashi. Wednesday, 28th June at 7 a.m.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA & SINGAPORE.

S.S. 'NITAKA MARU'. Capt. N. Kobayashi. Thursday, 29th June at Noon.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW, AMOY.

S.S. 'AMAKUSA MARU'. Capt. Konishi. Sunday, 18th June, at Noon.

S.S. 'SOSHU MARU'. Capt. Konishi. Wednesday, 21st June, at 9 a.m.

\*Proceeding to Keelung via Swatow and Amoy.

\*Proceeding to Anping and Takao.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

H. YAMAGUCHI, Manager.

TEL. Nos. 744 & 745.

No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	3rd July.	27th July, at 10 a.m.
ST. ALBANS	4th August.	27th August, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All Steer-Boards have Electric Fans, & duly qualified Doctor and Stewards are carried.

All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

DODWELL & CO., LTD., Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS VIA PORTS AND SUEZ PANAMA CANALS.

(With liberty to call at the Atlantic Coast).

For NEW YORK via SUEZ CANAL or CAPE OF GOOD HOPE.

S.S. SAINT BEBE. On or about 3rd July.

S.S. MUNCASTER CASTLE. On or about 15th July.

It is intended that both the above vessels will proceed via Panama Canal.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. RYOJUN MARU. For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan. 29th June.

S.S. BORNEO MARU. For Moji, Kobe & Yokohama. 30th June.

S.S. BANRI MARU. For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan. 14th July.

S.S. HOKUTO MARU. For Moji, Kobe & Yokohama. 31st July.

For Freight or Passage apply to

DODWELL & CO., LTD., Agents.

## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	SHANGHAI	June 15, Daylight
SAIGON & PHILIPPINES	SHANGHAI	June 15, at 10 a.m.
MANILA, CEBU & ILOILO	SHANGHAI	June 15, at 4 p.m.
SHANGHAI	SHANGHAI	June 16, at 10 a.m.
HOIHOW, FAKHOI & HAIPHONG	SHANGHAI	June 16, at 4 p.m.
SHANGHAI	SHANGHAI	June 18, Daylight
SHANGHAI	SHANGHAI	June 20, at 4 p.m.
MANILA, CEBU & ILOILO	SHANGHAI	June 20, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUT'.

MANILA LINE. Twin Screw Steamers 'Chinhua', 'Taming' & 'Tein'.

Excellent Saloon accommodation and ships' Electric Fans fitted. Extra state-rooms on deck, air on 'Taming' and 'Tein'.

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui', 'Chenan', 'Luchow', 'Yingchow', 'Shantung' & 'Sinkiang', with excellent accommodation, Electric Light and Fans in Saloon and State-rooms.

Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 32.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
KOBE & MOJI	KUTSANG	THURSDAY, June 15, Daylight.
SHANGHAI, WOSANG	KUTSANG	THURSDAY, June 15, Daylight.
SINGAPORE, PENANG & CALCUTTA	LAISANG	THURSDAY, June 15, at 1 p.m.
SANDAKAN	HINSANG	FRIDAY, June 16, at Noon.
SHANGHAI, KOBE & MOJI	NAMSANG	FRIDAY, June 16, at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	SATURDAY, June 17, at 3 p.m.
MANILA	LOONGSANG	SATURDAY, June 17, at 3 p.m.
SHANGHAI	KWONGSANG	SUNDAY, June 18, Daylight.
HOIHOW & HAIPHONG	TAKSANG	SUNDAY, June 18, at 8 a.m.
SANDAKAN	MAUSANG	TUESDAY, June 20, at Noon.
WEIHAIWEI & TIENSIN	CHIPSANG	FRIDAY, June 23, Daylight.
MANILA	TUENSANG	SATURDAY, June 24, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kutang, Namsang, Loong and Fookang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Fookang, Kutang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

\*Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\*Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

\*Taking Cargo on through Bills of Lading to Kudat, Labad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo, at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO CHANGE WITHOUT NOTICE)

HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215, Box No. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

WESTWARD.

S.S. JAPAN, 6,013 tons, Capt. C.F. Seddon, will be despatched to SHANGHAI, KOBE and MOJI on 22nd June.

The above steamer has excellent saloon accommodations for passengers and is fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Telephone No. 222.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW AND RETURN.

(Occupies 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.

HAIPHONG Capt. J. W. Evans FRIDAY, 16th June at 2 p.m.

HAIPHONG Capt. W. C. Passmore TUESDAY, 20th June at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co, General Managers.

Telephone No. 222.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons & Speed.	Leave Hongkong.
*DAIREN MARU	9,000-12 knots.	Fri., 16th June at Noon.
*PERSIA MARU	8,000-14 knots.	Tues., 4th July at 10.30 a.m.
*KIYOMOTO MARU	8,000-12 knots.	Sun., 9th July at Noon.
*KIYO MARU	17,200-14 knots.	Tues., 11th July at Noon.
*TENYO MARU	22,000-21 knots.	Tues., 18th July at Noon.
*NIPPON MARU	11,000-15 knots.	Tues., 1st Aug. at 10.30 a.m.
*SHINYO MARU	22,000-21 knots.	Tues., 15th Aug. at Noon.

\*Proceeding to South American Ports. \*Via MANILA, Omitting Shanghai.

\*Cargo only.

\*First Class to London. \$71.10. Return (6 months) \$120.

\*" " " New York. \$26. Return (6 months) \$26.10.

\*" " " San Francisco. \$24. Return (6 months) \$24.10.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer.

Tons & Speed.

Sailing.

KIYO MARU 17,200-14 knots. Tuesday, 11th July at Noon.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent.

Telephone 201.

KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN AND TENERIFE	*KATORI MARU, Capt. Kom. Tons 21,000	THURSDAY, 22nd June, at Noon.
	*KASHIMA MARU, Capt. Tabusa. Tons 21,000	THURSDAY, 29th July, at Noon.
VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	*SADO MARU, Capt. Asakawa. Tons 12,500	TUESDAY, 27th June, at 4 p.m.
	*SHIDZUKA MARU, Capt. Noma. Tons 12,600	WEDNESDAY, 19th July, at 4 p.m.
SEBASTOPOL and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	*NIRKO MARU, Capt. Takada. Tons 9,800	FRIDAY, 14th July, at 4 p.m.
	*AKI MARU, Capt. K. Yoshikawa. T. 12,200	TUESDAY, 15th Aug. at 11 a.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON	*CEYLON MARU, Capt. Tsuda. Tons 1,000	SATURDAY, 17th June.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	*PENANG MARU, Capt. Kishibiki. Tons 5,000	MONDAY, 19th June.
NAGASAKI, KOBE & YOKOHAMA	*AKI MARU, Capt. K. Yoshikawa. T. 12,600	FRIDAY, 14th July, at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	*MISHIMA MARU, Capt. Wada. Tons 14,000	THURSDAY, 16th June, at 10 a.m.
SHANGHAI, MOJI & KOBE	*KIRIN MARU, Capt. Saeki. Tons 5,000	THURSDAY, 29th June.
SHANGHAI, KOBE & YOKOHAMA	*COLOMBO MARU, Capt. Nomura. Tons 8,000	THURSDAY, 22nd June.

\*Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st single Yen 650.	Return .. 975.
.. 2nd single .. 430.	Return .. 650.
To London via New York .. 287.2.	.. via Montreal .. 280.15.
To Victoria, Vancouver, Seattle 1st Single .. 230.	.. 2nd .. 245.
To Sydney 1st Single 245.	To Melbourne 1st Single 245.
1st Return 275.	1st Return 275.15.
To Yokohama, 1st Return 91.4.	To Kobe 1st Return 115.2.
2nd .. 50.0.	2nd .. 51.2.

Round-the-World. For No. 1, 2115.2.

2nd 1115.2.

Round-the-World. For No. 2, 2115.2.

2nd 1115.2.

Round-the-World. For No. 3, 2115.2.

2nd 1115.2.

Round-the-World. For No. 4, 2115.2.

2nd 1115.2.

Round-the-World. For No. 5, 2115.2.

2nd 1115.2.

Round-the-World. For No. 6, 2115.2.

2nd 1115.2.

Round-the-World. For No. 7, 2115.2.

2nd 1115.2.

Round-the-World. For No. 8, 2115.2.

2nd 1115.2.

Round-the-World. For No. 9, 2115.2.

2nd 1115.2.

Round-the-World. For No. 10, 2115.2.

2nd 1115.2.

Round-the-World. For No. 11, 2115.2.

2nd 1115.2.

Round-the-World. For No. 12, 2115.2.

2nd 1115.2.

Round-the-World. For No. 13, 2115.2.

2nd 1115.2.

Round-the-World. For No. 14, 2115.2.

2nd 1115.2.

Round-the-World. For No. 15, 2115.2.



# SHIPPING

## P. & O. S. N. CO.

**ROYAL MAIL SERVICE**  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO  
**MARSEILLES AND LONDON,**  
CLIPPING PASSENGERS AND CARGO TO  
**STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.**

Steamers	Leave Hongkong	Connecting Mail	Due at	Due
to	Yong	Steamer from	Marseilles	London
Colombo	Saturday	Colombo	1916	1916
NAGAYA	June 17	KYBER	July 17	July 24
NYANZA	Thurs. June 20	Through Steamer	Aug. 4	Aug. 13
NELLORE	Fri. July 14	Through Steamer	Aug. 18	Aug. 27
NANKIN	July 28	Through Steamer	Sept. 1	Sept. 10
NOMALL	Aug. 11	Through Steamer	Sept. 11	Sept. 18
NORE	Aug. 25	MOOLTAN	Sept. 25	Oct. 2
NOR	Sept. 8	KASHGAR	Oct. 8	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 25	Nov. 4
SARDINIA	Oct. 6	ARABIA	Nov. 5	Nov. 12

Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.  
On the Australian Route Tickets Interchangeable with Orient Line.

### SAILINGS DIRECT TO

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NELLORE	THURSDAY 22nd June
NANKIN	SATURDAY 1st July
NOVARA	SATURDAY 15th July
NORE	SATURDAY 29th July

Passengers may travel by Railway in Japan between Port of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE DIRECT FOR

## MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETHEHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong about	Leave Suez about	Due at Marseilles	Due at London
NOVARA	Aug. 10	Aug. 21	Sept. 20	Sept. 29

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**  
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Passage Tickets Interchangeable with the British India Co.  
Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

**E. V. D. PARR,**  
Acting Superintendent.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

**S.S. CHINA**

WILL SAIL FROM HONGKONG FOR

**SAN FRANCISCO**

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.

**JUNE 29-SEPTEMBER 5-NOVEMBER 11.**

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

**O. H. RITTER,** Freight and Passenger Agent,  
Princes Buildings, 105, House Street.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

FROM HONGKONG	Connecting with	FROM COLOMBO
2nd June	S.S. "SURA"	17th June

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH AND CAPE TOWN, calling at MAURITIUS en route, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

FROM HONGKONG	Connecting with	FROM COLOMBO
2nd June	S.S. "SURA"	17th June

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

**THE BANK LINE LIMITED**  
MILWAUKEE, WIS.

## "ELLERMAN" LINE.

Ellerman & Bucknall Steamship Co., Ltd.

JAPAN, CHINA AND STRAITS

TO

**UNITED KINGDOM & CONTINENT.**

From	STEAMER	SAIL
LONDON	"CITY OF VIENNA"	On 9th June
LONDON & SWANSEA	"CITY OF BOMBAY"	On 23rd June

Steamer proceeds via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.  
For rates of freight and further information apply to

**THE BANK LINE LTD.**  
Of the Bank & Co. Canton

## RUBBER "ONIONS."

### BRITISH BLOCKADE IN NORTH SEA.

SOME REMARKABLE FINDS.

In an interview with Mr. Henry Studdart, London correspondent of the Brooklyn Daily Eagle, Rear-Admiral Sir Dudley De Chair, who was in command of the British blockade in the North Sea from August 4, 1914, to March 6, 1916, tells the complete story of the British blockade in the North Sea.

"The British blockade in the North Sea," declared Admiral De Chair, "is concentrated chiefly throughout an area to the east and north of Scotland, maintaining a guarded district which completely intercepts all traffic to and from the Scandinavian countries and Denmark. When the blockade was instituted our organization of patrolling squadrons was essentially small, but quite adequate to the nature of our work. Gradually, however, the blockade was pulled very much tighter. The number of patrolling ships increased month by month, until we now have a complicated network of cruisers scattered over the North Sea area, a network through which it is impossible for any steamer, sailing ship or crawler, flying either a neutral or enemy flag, to pass without coming under our direct observation. I had certain French ships with my squadron. A modern blockade is not a ring of ships, steaming within sight of each other, forming a sort of pipe across the straits to enemy countries. Our North Sea blockade consists of the strategic placing of units of patrolling squadrons, all out of sight of each other, but within easy steaming distance. Usually our cruisers are about twenty miles apart, and as each cruiser is afforded a clear view of fifteen miles to the horizon no blockade-runner can pass between them without being seen by one or both."

**PATROLS NEARLY ALL AUXILIARIES.**  
We use a type of warship known as an auxiliary armed cruiser, usually a converted passenger ship or merchant trader, in war paint and mounting several guns. Such ships are not warships at all, for the superior fighting craft of the British Navy are kept for the long-anticipated engagement which we hope to fill with the German Navy. You must imagine us steaming a beaten track up and down a bit of open sea, in total darkness at night and during the day keeping a sharp look out for mines and submarines. Finally, one day there is a blotch of smoke on the horizon and word passes that a ship is sighted. Overhauling the merchantman the cruiser's guns fire two blank charges to draw attention to the line of small flags which have been run up to the masthead. Accompanied by an armed guard of five men the boarding officer goes over the cruiser's side, and often at peril of life and limb clambers up to the tramping deck. Our boarding officer interviews the captain and the crew is sometimes mustered in suspicious cases to determine whether any German subjects are aboard. But it is impossible to examine a large cargo in mid-ocean and in heavy weather. Neutral captains invariably prefer to be sent into a British harbour. The delay is reduced to a minimum. Regarding German submarines in the North Sea, my experience is that they invariably sink at sight, or give the crew only three minutes to clear out before the ship is torpedoed. German submarine commanders within the North Sea area have respected no flag, and have adopted the same merciless attitude toward neutral and belligerent alike.

**SOME RUNES.**  
With regard to devices adopted by blockade-runners to elude the vigilance of our examination, I may mention some of the chief ruses—  
(1) Double bottoms, decks and bulkheads, concealing guns, rifles, and other firearms or ammunition.  
(2) Copper keels and copper plates on sailing ships.  
(3) Hollow masts.

(4) Rubber onions. These were discovered when one of our officers dropped one on the deck. The onion bounced into the air.

(5) Rubber concealed in coffee sacks.

(6) Cotton concealed in barrels of flour.

(7) Rubber honey, made in the form of honeycomb, filled with a curious liquid mixture.

(8) False manifests.

"On four distinct occasions when they came under my direct personal observation our blockade patrols have captured neutral ships from imminent destruction by German torpedoes in the North Sea. The merchantmen were lowering their boats, with the submarine standing off waiting to fire. On another occasion we came upon a Scandinavian with masts broken off and the crew locked to the bulwarks. We towed the wreck to a British port for repair. We towed one American ship, which had been drifting about helplessly for twelve days without coal or food, into a British port through the worst sort of a sea."

"Which neutral nation has been the worst offender against the British blockade?" the Eagle correspondent asked.

"I could easily tell you that, but I shan't," replied Admiral De Chair. "The ships of one neutral have attempted to carry more contraband through our blockade than any other, but I can scarcely name the offender."

## STRAITS RUBBER COMPANIES.

### SHARE QUOTATIONS.

SINGAPORE, June 5th.

STRAITS RUBBER COMPANIES.

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## PANKS

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$15,000,000

STERLING \$1,500,000

SILVER 18,000,000

RESERVE LIABILITIES \$15,000,000

PROFITABLE

COURT OF DIRECTORS.

W. L. Pattenden, Esq., Chairman.

S. H. Dowell, Esq., Deputy Chairman.

G. M. Edkins, Esq., Hon. Mr. D.

C. S. Gubbay, Esq., Landale.

H. H. Holyoak, Esq., Hon. Mr. E. Shellum.

CHIEF MANAGER: N. J. STARR, Esq.

MANAGER: A. G. STEPHEN, Esq.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months 2 1/2 per cent. per annum.

For 6 months 3 per cent. per annum.

For 12 months 3 1/2 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, Feb. 19, 1916.

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 2 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

N. J. STARR, Chief Manager.

Hongkong, May 14, 1914.

## THE CHARTERED BANK OF INDIA AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL \$1,500,000

RESERVE FUNDS \$1,500,000

RESERVE LIABILITIES OF PRO- \$1,500,000

PRIORS

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING, Manager.

Hongkong, June 13, 1916.

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital \$1,500,000

Subscribed \$1,125,000

Paid-up \$562,500

Reserve Fund \$562,500

BANKERS

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. CHAMPTON, Acting Manager.

Hongkong, March 27, 1916.

## THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORIZED CAPITAL Yen 40,000,000.00

PAID-UP CAPITAL 30,000,000.00

RESERVE FUND 20,000,000.00

HEAD OFFICE—YOKOHAMA

BRANCHES AND AGENTS AT

ANTUNG-HAIK, NAGASAKI

BOMBAY, NEW



